READING THE METER

A look inside a cleaner, safer, smarter auto industry.

ALLIANCE FOR AUTOMOTIVE INNOVATION

Contents – April 24, 2024

ALLIANCE FOR AUTOMOTIVE INNOVATION

Cleaner. Safer. Smarter.

Forecast Meter

Sales & Production Summary and Forecast (Updated 4/24)

2023-2024 Sales,[1] Extended Sales Forecast[2] and Production Forecasts[3]		
	U.S. Sales & Forecasts	**North American Production**
January '23	1,033,002 (+4.2% YoY)	1,195,548 (+12.9% YoY)
February '23	1,136,332 (+8.7% YoY)	1,257,482 (+15% YoY)
March '23	1,365,966 (+8.6% YoY)	1,442,991 (+6.7% YoY)
April '23	1,347,159 (+13.1% YoY)	1,281,626 (+8.6% YoY)
May '23	1,362,019 (+18.0% YoY)	1,462,273 (+25.5% YoY)
June '23	1,370,976 (+19.9% YoY)	1,387,090 (+13.8% YoY)
July '23	1,299,199 (+19.9% YoY)	1,173,342 (+15.6 YoY)
August '23	1,328,526 (+12.8% YoY)	1,467,284 (+4.5% YoY)
September '23	1,331,952 (+13.9% YoY)	1,353,072 (+7.6% YoY)
October '23	1,200,286 (+5.7% YoY)	1,388,720 (+4.5% YoY)
November '23	1,218,647 (+7.3% YoY)	1,372,253 (+8.1 YoY)
December '23	1,433,266 (+17.3 YoY)	1,082,176 (-2.3% YoY)
January '24	1,076,047 (-1.3% YoY)	1,327,765 (+7.8% YoY)
February '24	1,247,516 (+5.2% YoY)	1,358,836 (+10% YoY)
March '24	1,438,012 (+4.6% YoY)	1,414,502 (-5.7% YoY)
2023 Full Year	15,457,447 (+12.4% YoY)	16,144,461 (+9.3% YoY) (U.S. 10,611,580)
2024 Estimate	16.1 Million	16,031,665

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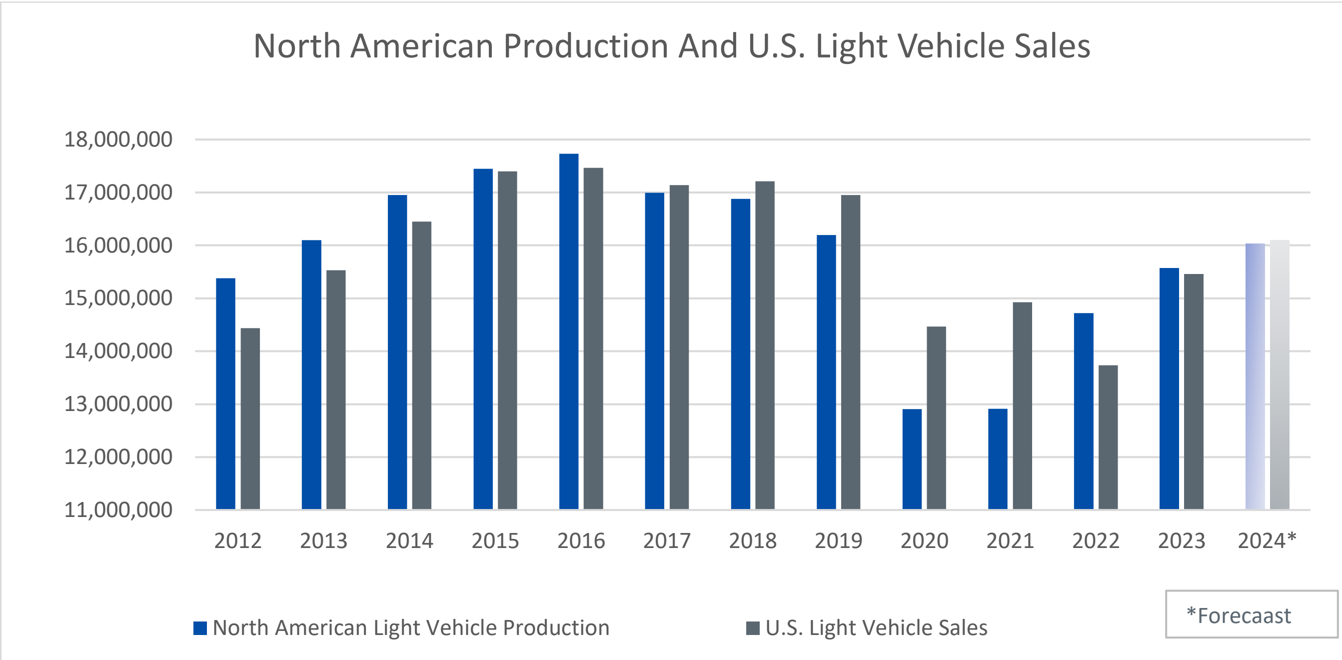
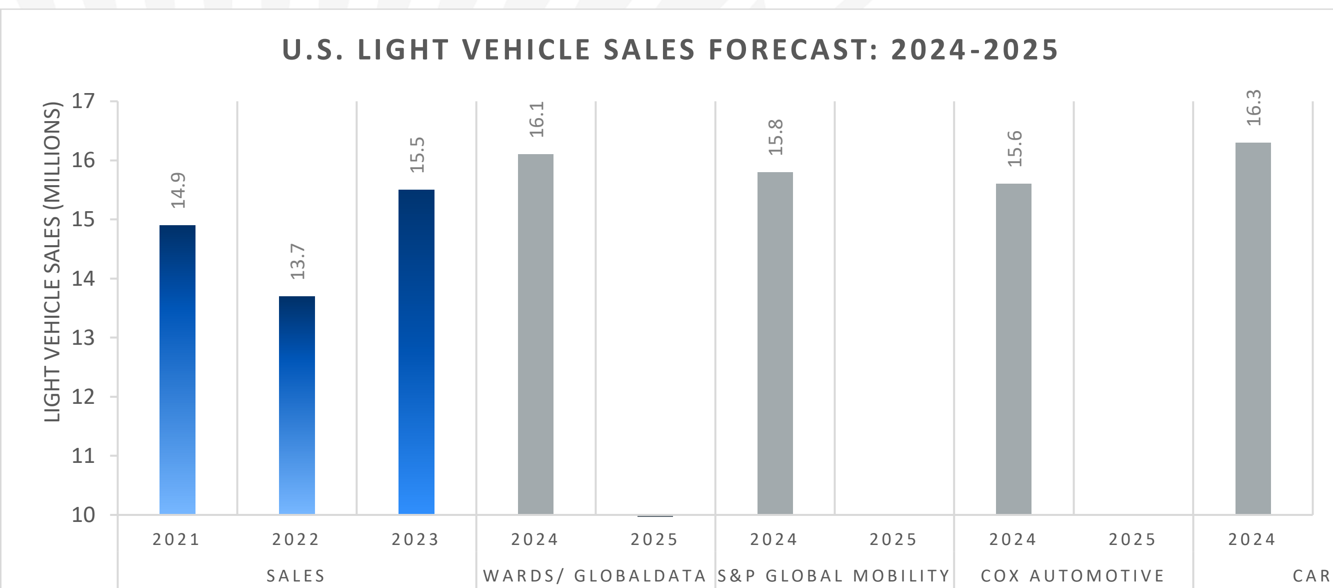


U.S. Light Vehicle Sales Outlook (Updated 4/24)



Cox Automotive Forecast (4/24):[4] "Cox Automotive forecasts a decline in April's U.S. new-vehicle sales compared to last year; however, the market remains on the road to recovery, with vehicle sales at a healthy pace. Cox Automotive confirms its forecast that 2024 will be the best year for new-vehicle sales since 2019.

Sales volume this month is expected to fall 2.2% from April 2023 to 1.34 million units. The seasonally adjusted annual rate (SAAR), or selling pace, is expected to finish near 15.9 million, up 0.2 million over last year's pace and up 0.4 million from March's 15.5 million level."

Wards Intelligence Outlook (4/4)[5]: "Affordability appears to be a hindrance to sales not being able to go up to another level, such as to a consistent 16-million annualized rate. However, inventory is rising for more affordable vehicles, which should help.

"Wards Intelligence partner GlobalData forecasts 2024 light-vehicle sales to total 16.1 million units. Following Q1-2024's 15.4 million-unit SAAR, sales will have to average a SAAR of 16.2 million over the final three quarters.

"Initial modeling points to a 15.9 million-unit SAAR in the second quarter, with raw volume rising to 4.12 million units, 1% above April-June 2023's 4.09 million. If Q2 does not show signs of demand growing closer to a steady 16-million annualized rate, expect some inventory paring over the summer, either through stronger retail incentives or production slowdowns.

"In the second quarter, inventory is forecast to rise again on a month-to-month basis in April, decline in May, and resume growth in June – a sequential decline in May is a typical "pre-pandemic" seasonal trend."

North American Production & Inventory Outlook (Updated 4/24)

Wards Intelligence Production Outlook (4/24)[6]: "The production outlook for Q2 was raised 22,100 units from month-ago's projections. Production in Q2 is pegged at 4.344 million, 3.1% above like-2023's 4.215 million. Most of the Q2 increases were made to April's outlook. First-half 2024 production is tracking to 8.500 million units, 3.3% above January-June 2023's 8.226 million."

S&P Global Mobility Outlook (4/23)[7]: "The outlook for North America light vehicle production was increased by 231,000 units and by 323,000 units for 2024 and 2025, respectively (and increased by 382,000 units for 2026). The outlook for North American light vehicle production for 2024 was revised higher by 1.5% to total 16.0 million units on demand resilience and more importantly on stronger production results indicating minimized impact of supply chain issues. The greatest concern surrounds where inventory levels will stabilize with the forecast built around keeping the industry at around 2.5 million units. Production may still move higher resulting in inventory levels returning closer to pre-COVID levels where in a 16.0 million-unit US sales environment, inventories would be over 3.0 million units. A notable exception to the short-term growth revisions is focused on Tesla which was revised lower between 2024 and 2027. Most of the reductions surround Cybertruck as demand expectations remain a challenge with additional concerns surrounding the development status of the NV92 C-CUV EV or Project Redwood, the affordable entry-level Tesla program. Despite news to the contrary, development of the entry-level Tesla is still believed to be underway, though a rescope and delay remain a possibility. Tesla production in 2024 was revised down 0.5% with 2025, 2026 and 2027 revised down 9.9%, 9.6% and 10.2%, respectively."

Wards Intelligence Inventory Outlook (4/4)[8]: "Stronger than expected North America production over the past couple months is lifting U.S. light-vehicle inventory faster than originally forecast.

"Inventory of the lowest priced vehicle segment in the U.S. market, Small Car, rose 7.8% from the prior month and is up 143.9% from March 2023. Sales in the Small Car segment accounted for 8.2% of the market in March, up from like-2023's 6.8%.

"But CUVs are the more desirable vehicle to U.S. consumers, with deliveries equal to 51% of March's total volume.

"The two lowest cost subsegments inside the CUV sector, Small CUV and Middle CUV, ended March with stocks up 66.7% and 66.0%, respectively, from the year-ago period. Total inventory of both subsegments increased 1.5% from February. Combined sales in those two segments have been rising faster than the overall market, with market share of 33.9% in March, up from same-month 2023's 29.7%.

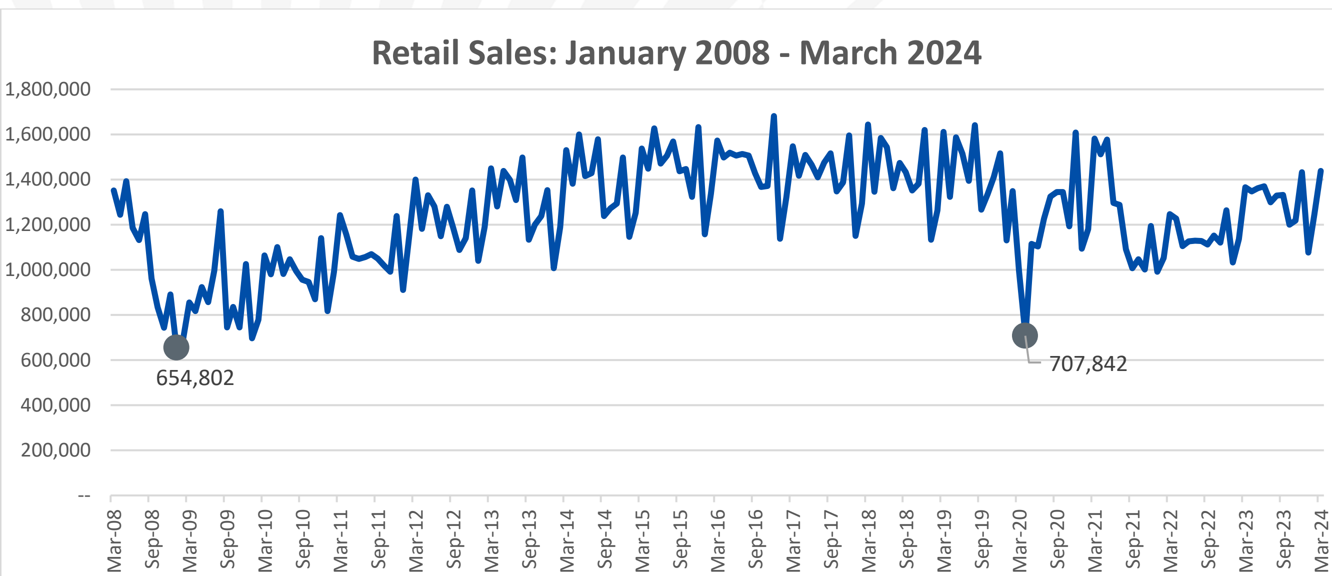
"With inventory rising quicker than expected, monthly sales should elevate to a consistent seasonally adjusted annual rate at the 16-million-unit level, as soon as in the second quarter. Monthly sales have averaged 15.6 million SAARs over the past 12 months."

Market Meter

U.S. Light Vehicle Sales (Updated 4/4)

Monthly Sales (Updated 4/4)

This chart helps to put into context the monthly retail sales due to the COVID pandemic and showing the relative drop in sales compared to the 2008 financial crisis.



March Sales (Updated 4/4)

WardsIntelligence[9]: "U.S. light-vehicle demand remained steady in March, finishing a hair below expectations while rising from the year-ago period and maintaining close to the annualized rate of the past 12 months.

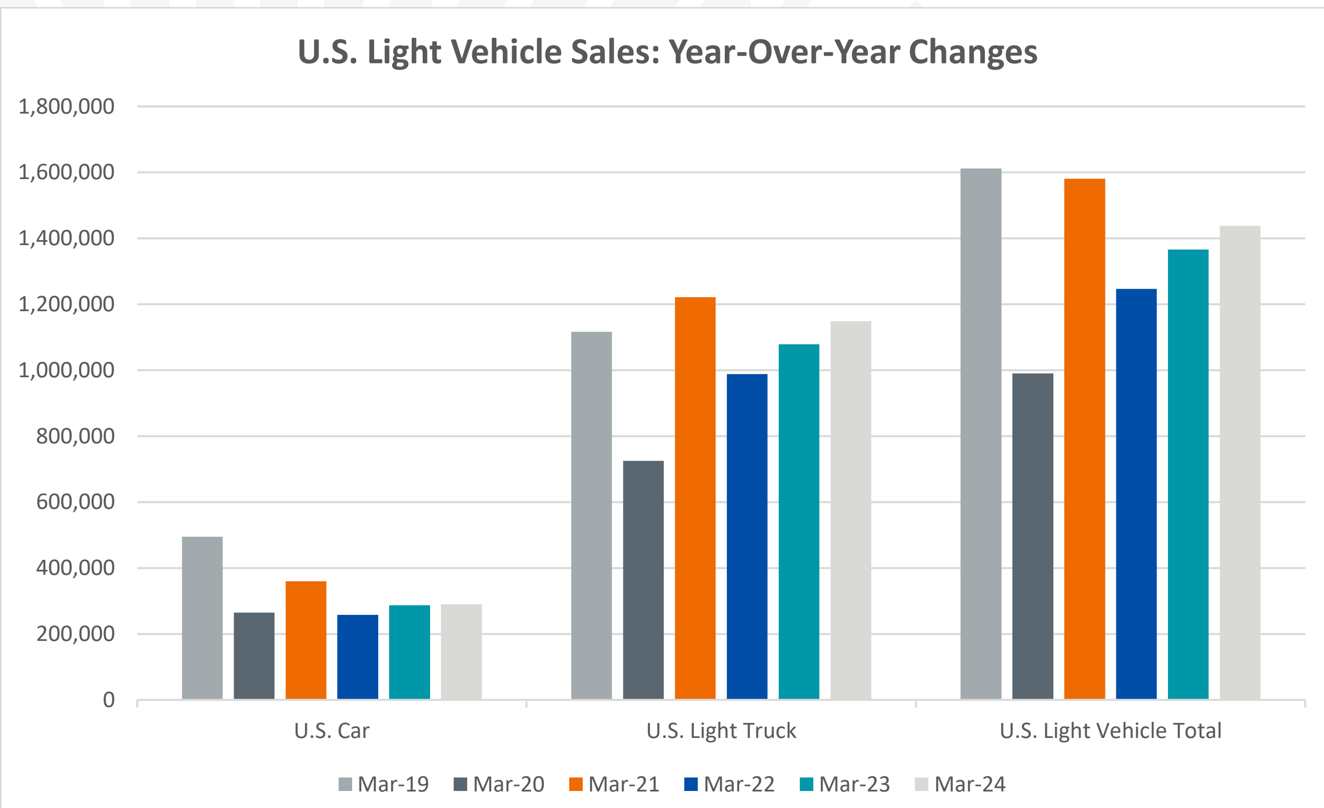
"March sales totaled a 15.5 million-unit seasonally adjusted annual rate, which was nearly even with January-February's 15.4 million and spot-on with the prior 12-month period. The SAAR was well above like-2023's 14.9 million.

"Deliveries totaled 1.438 million units, up 4.6% from like-2023's 1.375 million. The month's daily selling rate of 53,260 was above March 2023's 50,926 – 27 selling days both periods.

"Affordability seemed at the forefront, as sales in the non-luxury Small Car (up 25.2%) segment, as well as the Small CUV (14.3%) and Middle CUV (21.5%) subsegments, all surged over the same year-ago month. Combined market share of the group increased to 42.1% in March from like-2023's 36.5%. In fact, that 42.1% of the market was almost entirely responsible for the industry's year-over-year gain.

"Only three other sectors, the Luxury Sport, Small Luxury CUV and Large Luxury CUV subsegments, which together accounted for just 3.1% of the market, recorded year-over-year market-share gains, and those were negligible. Combined sales of all pickups, SUVs, vans, midsize cars and luxury-priced cars declined year-over-year in March.

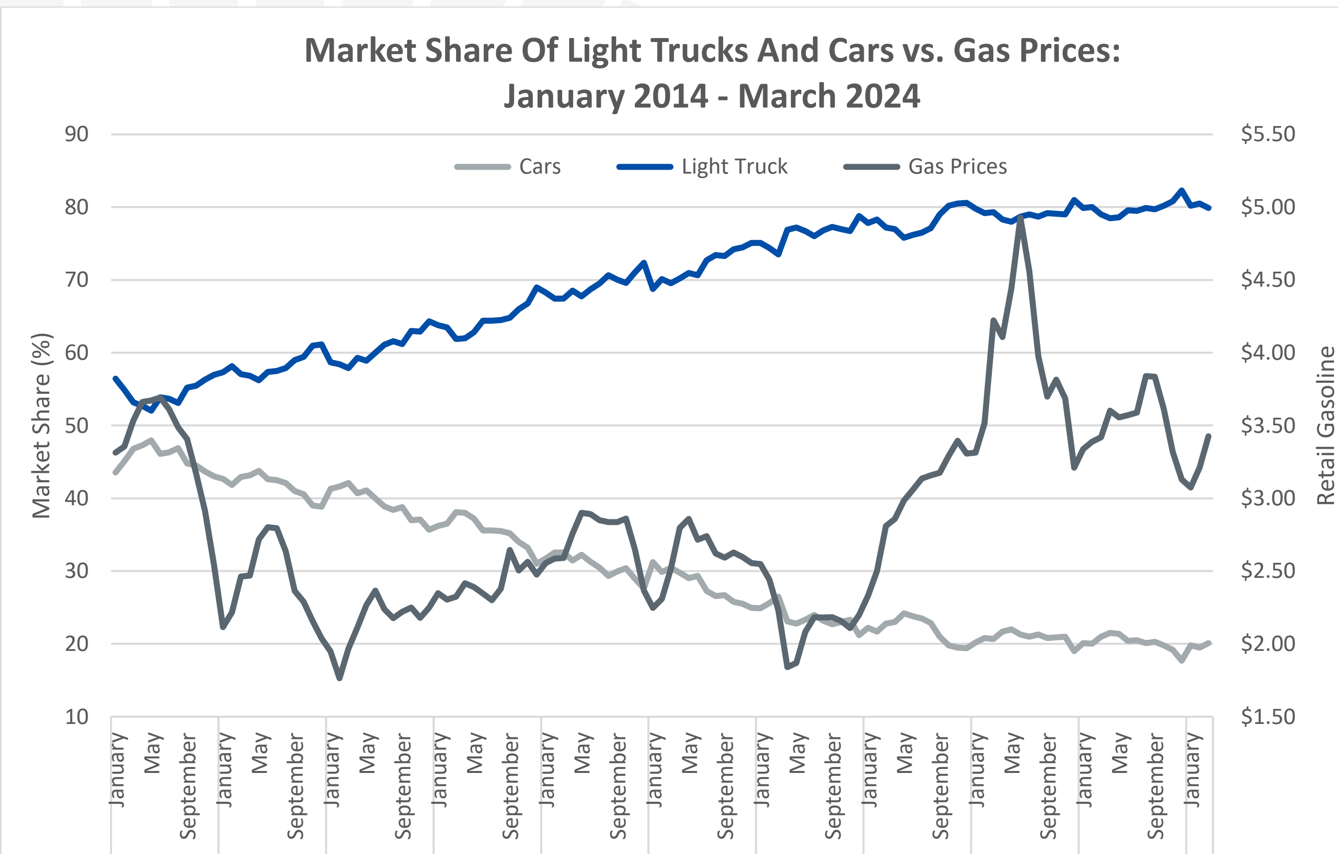
"March's strength in less-costly sectors was mostly the story for the entire first quarter.



Segments vs. Gas Prices (Updated 4/4)

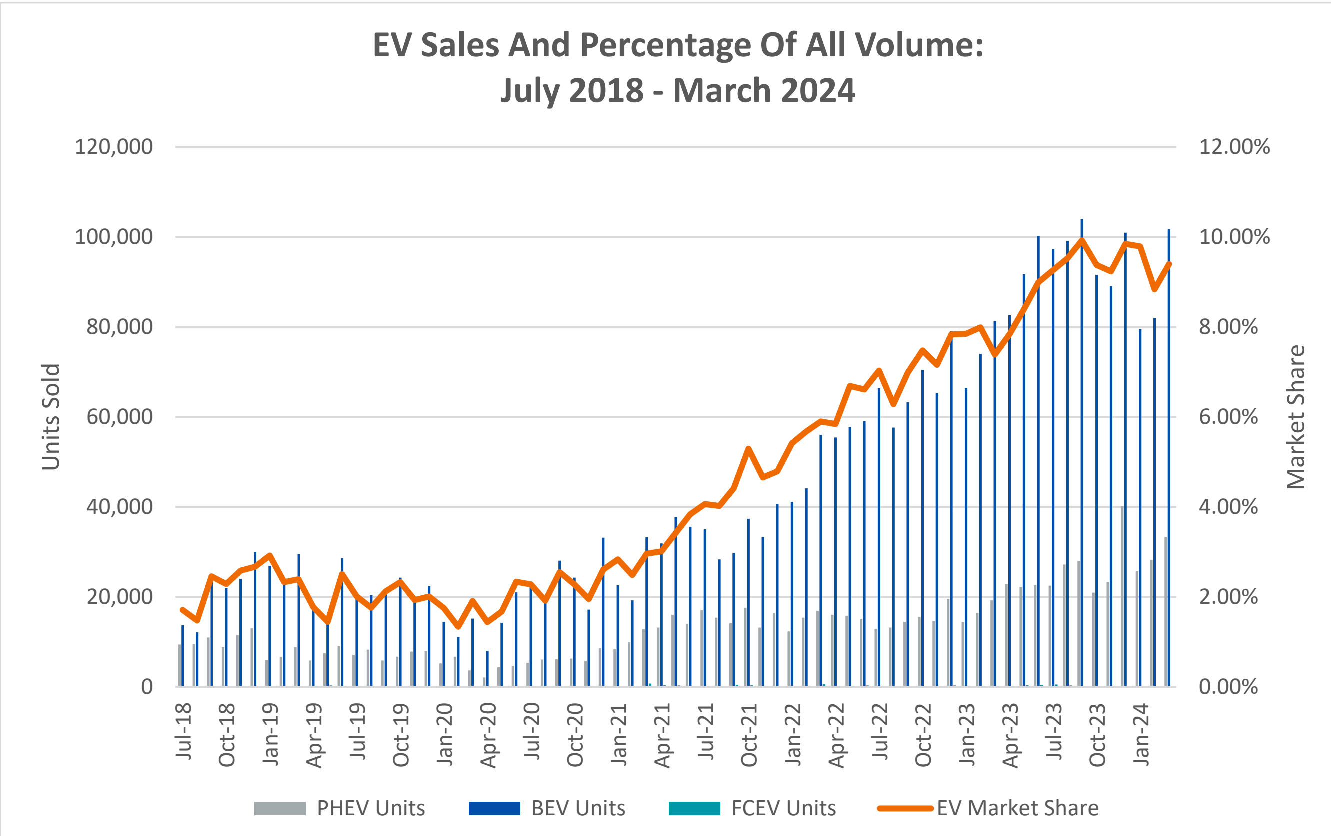
Monthly Sales For March: Light trucks accounted for 79.9 percent of sales in March, up slightly from the market share a year ago. Compared to the same period in 2023, sales of cars are up by 2,200 units, and down more than 204,000 from Marrch 2019, when cars comprised 31% of the market as opposed to the 19.1 percent of the market passenger cars have now.

Historic Perspective: The upward trend in the popularity of light trucks over cars has been steady since 2013, when only 2% of annual market share separated the two segments.[10] and gas was over $3.00.[11] a gallon. As fuel prices dropped below the $3.00 mark in mid-September 2014, light truck sales began to take off. Gas prices since have averaged only $2.81 a gallon (through March 2024) and when combined with increased fuel economy for light trucks, an increase of 4 mpg since 2013, the perfect conditions existed to continue fueling light truck market growth.[12]



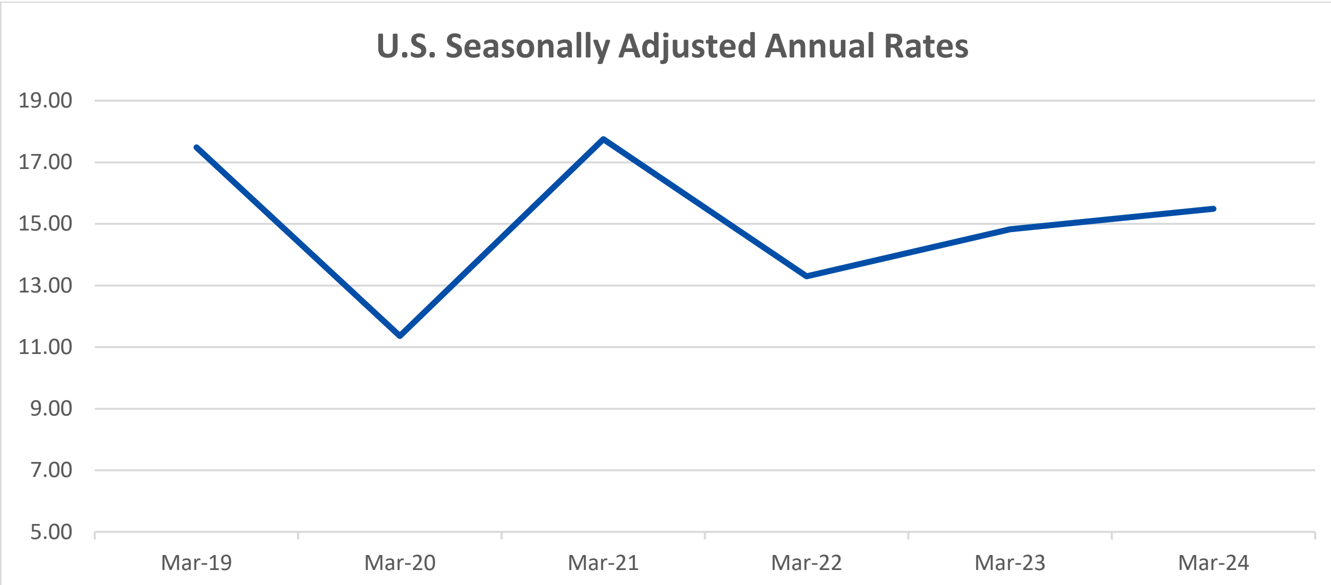
EV Powertrain Sales (Updated 4/4)

Sales of electric vehicles (BEV, PHEV, & Fuel Cell) accounted for 9.4 percent of total vehicle sales in March 2024 (135,123), per Wards estimates. Market share increased 0.56 percentage points (pp) from February 2024. March's EV market share is up 1.1 pp from a year ago. Sales of battery electric vehicles led the way for EVs, accounting for 7.1 percent of total sales, up 1.1 pp from March 2023. Plug-in hybrids accounted for 2.3 percent, up 0.9 pp from the same time last year.[13]



Seasonally Adjusted Annual Rates (Updated 4/4)

WardsIntelligence[14]: "March sales totaled a 15.5 million-unit seasonally adjusted annual rate, which was nearly even with January-February's 15.4 million and spot-on with the prior 12-month period. The SAAR was well above like-2023's 14.9 million."



Average Transaction Price (Updated 4/24)

Kelley Blue Book (March) (Updated 4/24)[15]**:** “New-vehicle transaction prices (ATP) in March 2024 held mostly steady, according to an analysis by Kelley Blue Book, down 1% from the revised February ATP. Last month, the average transaction price of a new vehicle in the U.S. was $47,218, down 1% from March 2023 and down 5.4% from the market peak in December 2022. Still, new-vehicle prices in the U.S. remain higher by 15.5% compared to March 2021.

“The supply recovery was the most important contributor to recent sales results compared to last year. At the start of March, new-vehicle inventory in the U.S. stood near 2.74 million units, a 52% increase from one year earlier. Sales were down month over month in March, but with a seasonally adjusted annual rate (SAAR) of sales of 15.5 million, 2024 remains on track to be the best new-vehicle sales year since 2019.

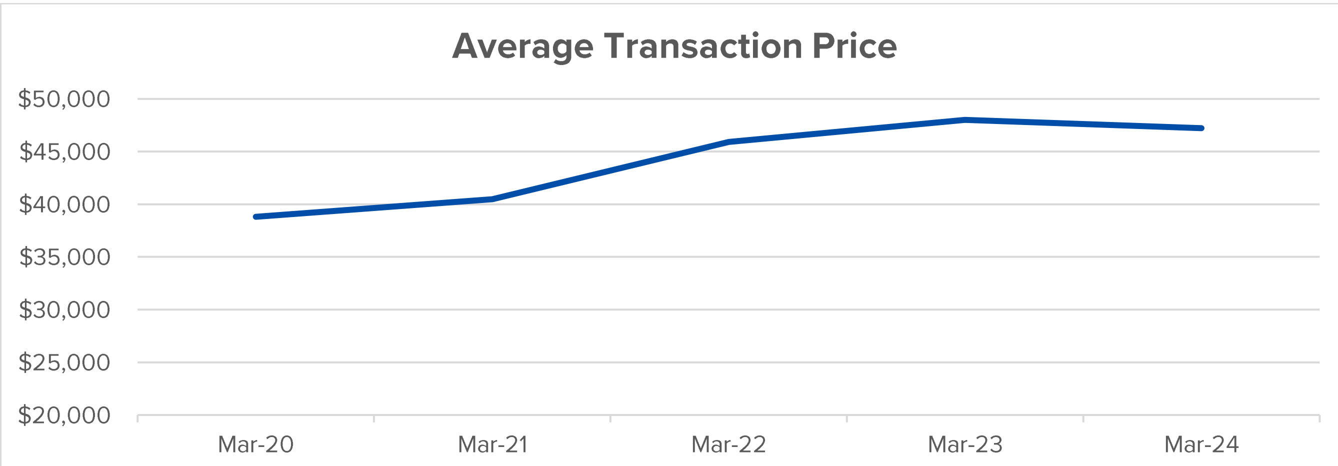
“The average incentive spend from manufacturers increased 11% to $3,121, which was up 102% year over year. Reaching the highest level since May 2021, incentives as a percentage of average transaction price increased to 6.6%, up from 5.9% in February and more than double the average of 3.2% recorded in March one year ago. After hitting a low of 2.1% of ATP in September 2022, incentives have steadily increased along with inventory.

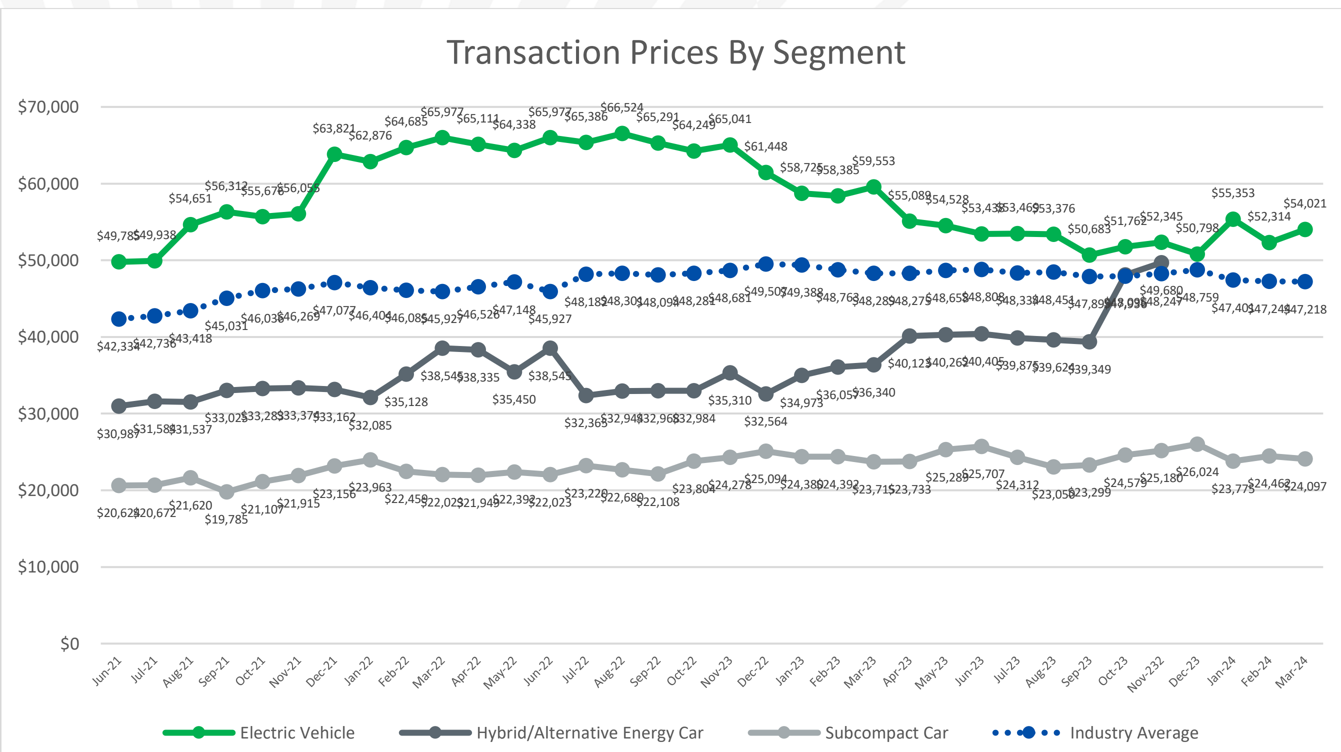
“The industry's vehicle mix and focus on luxury continue to make affording a new vehicle more difficult for the average consumer. In March, of the roughly 275 new-vehicle models available in the U.S. market, only eight had average transaction prices below $25,000 and only two transacted for less than $20,000. The discontinued Kia Rio and Mitsubishi Mirage remained the two most affordable vehicles in the U.S. last month. In March 2021, more than 20 vehicles had transaction prices routinely below $25,000, including seven different models transacting below $20,000.

“According to electric vehicle (EV) transaction price data, the average price Americans paid for an electric vehicle in March was $54,021, up from a revised $53,707 in February, according to Cox Automotive and

Kelley Blue Book estimates. EV transaction prices in March were lower year over year by 9.7%, compared to February, when prices were lower by 10.5% year over year. . . . High incentives and discounts on most EV models continue to play a role in lower EV prices."

J.D. Power (Updated 4/4)[16]: "The average new-vehicle retail transaction price is declining as manufacturer incentives rise, retailer profit margins fall and availability of lower-priced vehicles increases. Transaction prices are trending towards $44,186—down $1,648 or 3.6%—from March 2023, the largest decline in March ever."



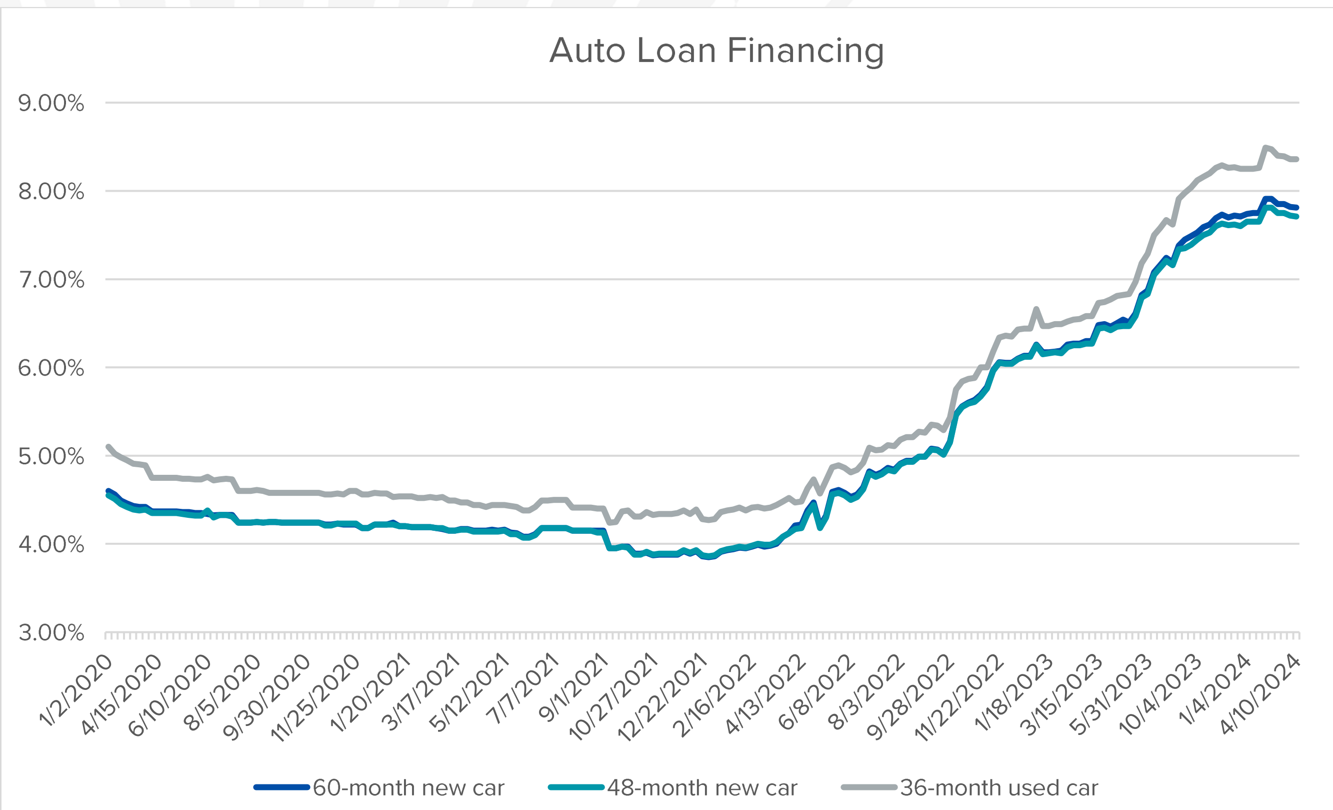


Auto Loan Financing (Updated 4/24)

Interest Rates (updated 4/24): Interest rates receded slightly on the 60-month, 48-month and 36-month used car loans over the past two weeks. Rates now stand at 7.81%, 7.71%, and 8.36%, respectively. Since the beginning of 2020, 60-month rates are up 3.21 pp, and are up 1.27 pp since the same time a year ago.[17]

JD Power (4/4)[18]: "After rising consistently during the past few years, average monthly loan payments are stabilizing. The average monthly finance payment this month is on pace to be $722, flat from March 2023. The average interest rate for new-vehicle loans is expected to be 6.8%, an increase of 13 basis points from a year ago.

Dates	60-month new car	48-month new car	36-month used car
1/2/2020	4.60%	4.55%	5.10%
4/12/2023	6.54%	6.47%	6.82%
3/27/2024	7.82%	7.72%	8.36%
4/10/2024	7.81%	7.71%	8.36%
Two Week Change	-0.01%	-0.01%	0.00%
Change since 1/3/20	3.21%	3.16%	3.26%
One Year Change	1.27%	1.24%	1.54%

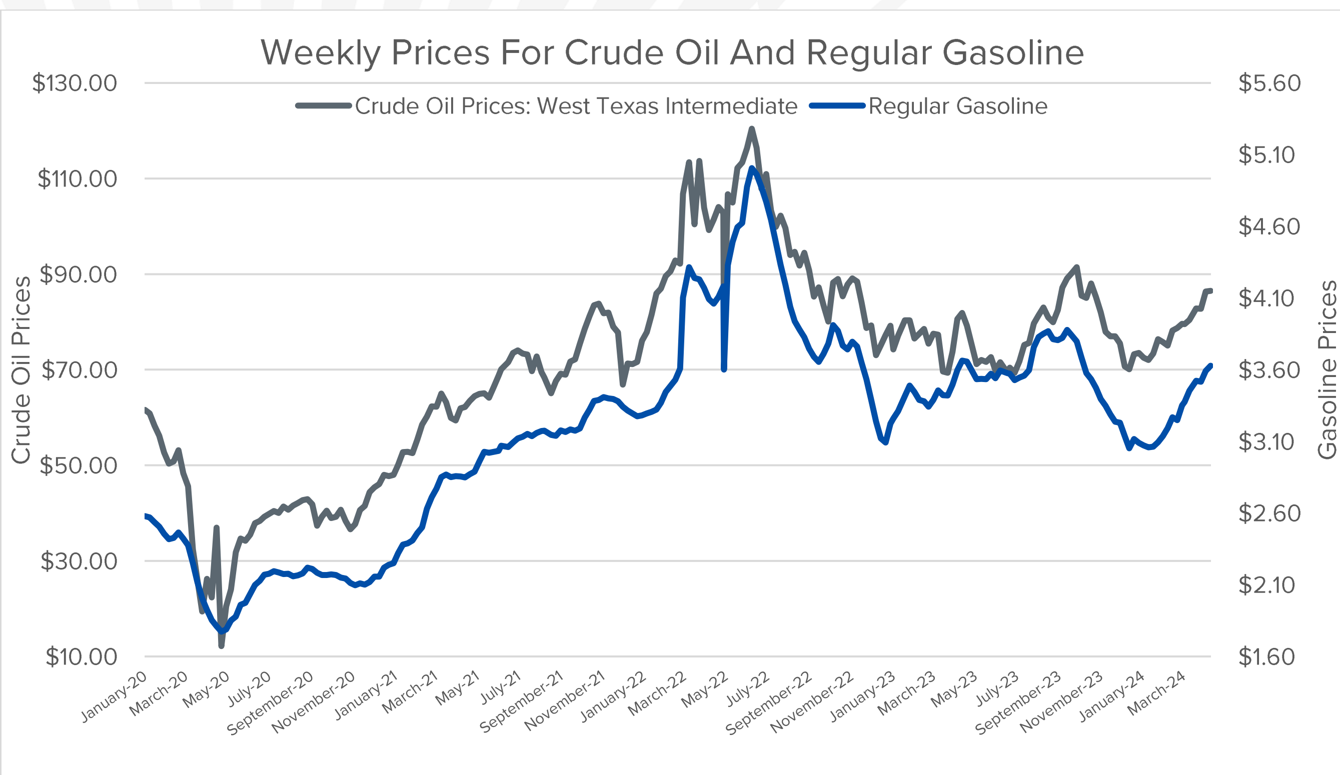


Crude Oil and Gas Prices (Updated 4/24)

Gas And Oil Remain Elevated (4/24): Oil prices, as benchmarked at West Texas Intermediate increased $0.15 to $86.50 a barrel. Since election day 2020, oil prices are $50 a barrel higher. Gas increased $0.04 a gallon to $3.63. Gas is 41% higher than the beginning of 2020 and has not been below $3 a gallon since May 2021.[19]

EIA Outlook For Oil (3/7):[20] "he Brent crude oil spot price increased in January, averaging $80 per barrel (b) because of heightened uncertainty about global oil shipments as attacks to vessels in the Red Sea intensified. Although we expect crude oil prices will rise into the mid-$80/b range in the coming months, we expect downward price pressures will emerge in 2Q24 as global oil inventories generally increase through the rest of our forecast. However, ongoing risks of supply disruptions in the Middle East create the potential for crude oil prices to be higher than our forecast."

EIA Outlook For Gasoline (2/5)[21]**:** "We forecast U.S. retail gasoline prices will average around $3.40 per gallon (gal) in 2024 and fall to around $3.20/gal in 2025, down from $3.52/gal in 2023 and $3.97/gal in 2022. Lower crude oil prices in 2023 compared with 2022 were the primary driver of lower gasoline and diesel prices, accounting for an average decrease of $0.44/gal. However, lower gasoline prices in 2024 will instead be primarily driven by falling gasoline crack spreads. Gasoline crack spreads over the past few years have been near record highs, but we expect them to weaken over the next two years. We assume gasoline crack spreads will narrow as global refinery capacity additions lead to overall higher supply of gasoline in global markets."



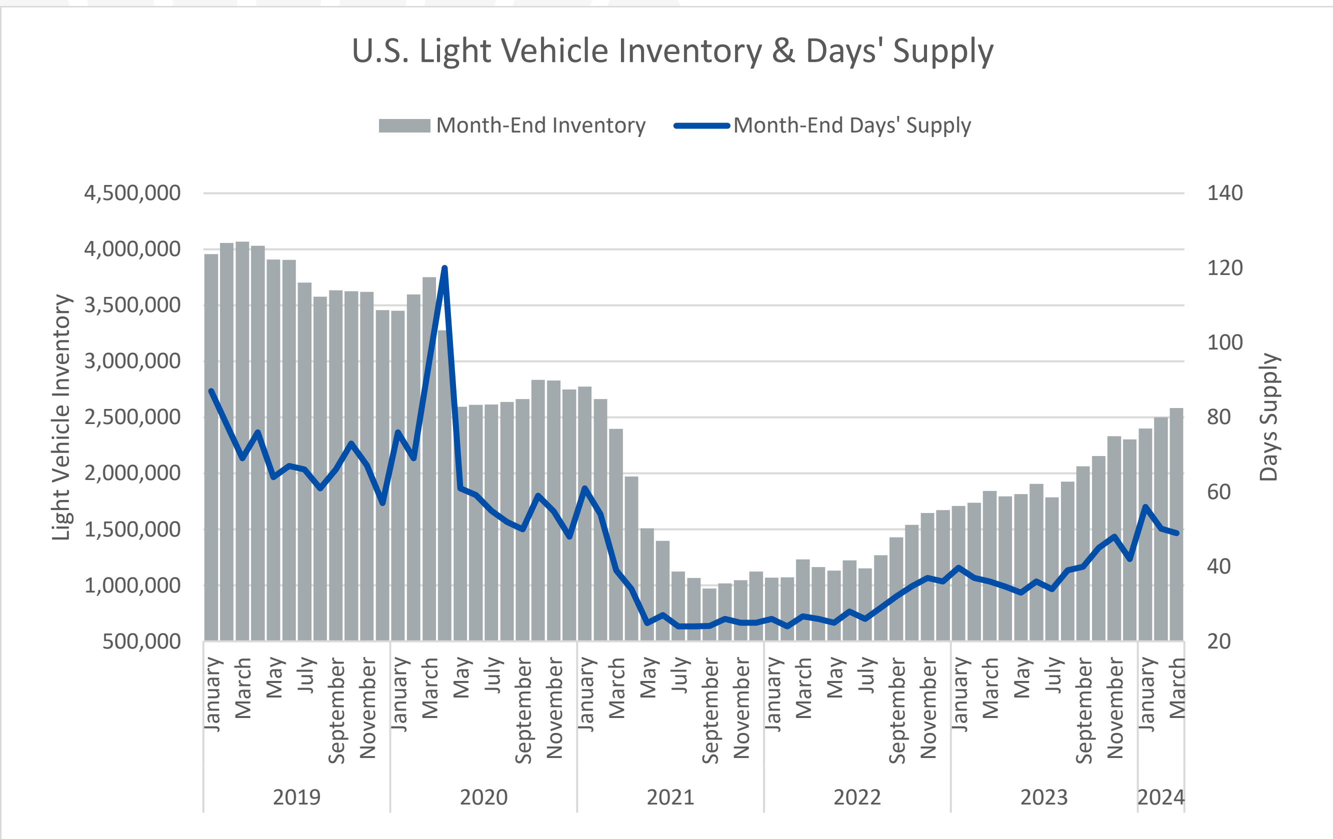
Production Meter

U.S. Light Vehicle Inventory and Days' Supply (Updated 4/4)

WardsIntelligence Inventory Update (3/7)[22]: "Inventory at the end of March rose 3.3% from February to 2.58 million units, 40.2% above like-2023 and highest for any month since 2.67 million in February 2021, just when the global semiconductor shortage was hitting the North America market, cutting production, and thereby reducing new-vehicle availability to unprecedented lows.

"Inventory of the lowest priced vehicle segment in the U.S. market, Small Car, rose 7.8% from the prior month and is up 143.9% from March 2023. Sales in the Small Car segment accounted for 8.2% of the market in March, up from like-2023's 6.8%.

"March 31's 49 days' supply was a slight decline from February's 50, but well above the year-ago month's 36. Pre-pandemic 2020, a March days' supply of 67 was the average in the five years through 2019."



North American Production (Updated 4/24)

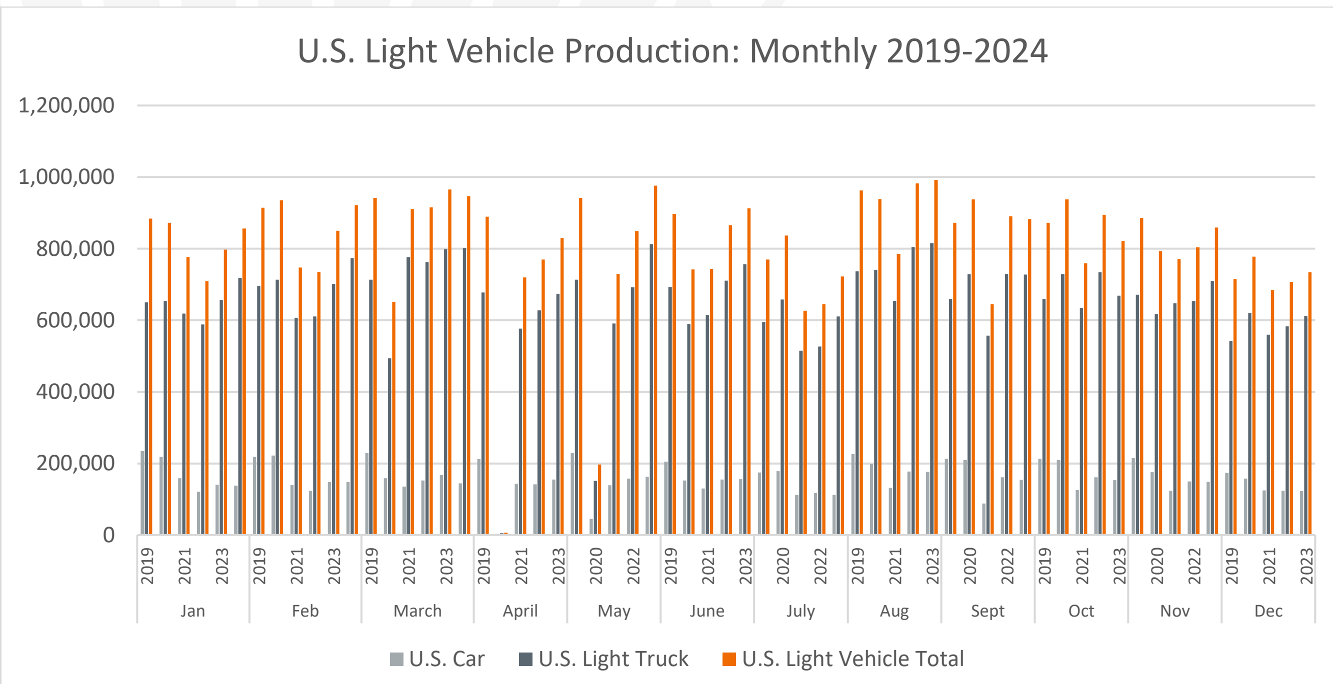
Wards Intelligence[23]: "North America production of light vehicles and medium-/heavy-duty trucks in March totaled 1.414 million units, nearly spot-on with month-ago's outlook for the period, but 5.7% below like-2023's 1.500 million. Part of the reason for the downturn from the year-ago month was fewer official selling days in March 2024 from like-2023, and two fewer at plants that shut down for the Good Friday holiday. Also, some long-term shutdowns for retooling plants for new products were started in Q1, while there was some inventory-control slowdowns, too.

"However, production in Q1 finished 3.6% above January-March 2023, totaling 4.156 million units, which, thanks to some upward revisions to estimates in February, was 12,800 units above what the period was tracking to a month ago."

U.S. Light Vehicle Production (Updated 4/24)

Monthly Production (Updated 4/24)

U.S. Light vehicle production for March 2024 decreased month-over-month by 0.9 percent, totaling 946,314 vehicles (144,167 cars, 802,147 light trucks), year-over-year, production is down 1.4 percent from 2023.[24]



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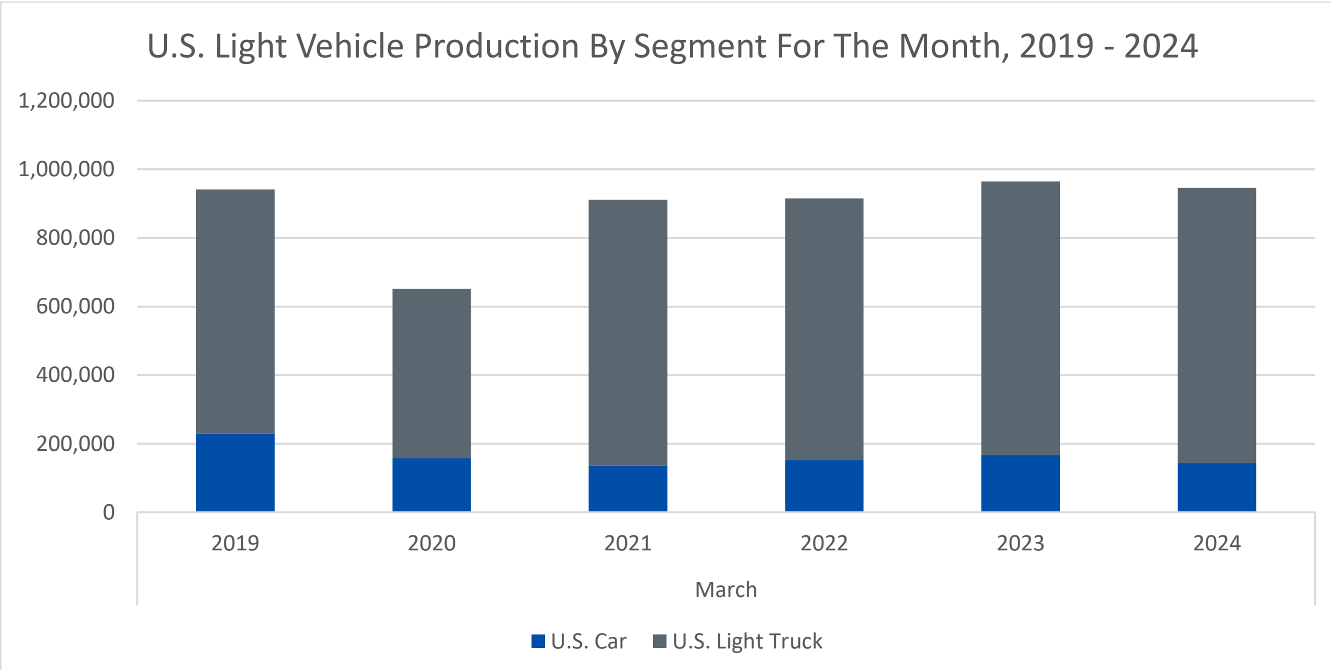


Global Meter

Global Light Vehicle Sales (Updated 4/4)

Wards Intelligence[25]**:** "The timing of a holiday season in the world's biggest market was the main cause global sales of light vehicles and medium-/heavy-duty trucks in February declined from the year-ago month, the first drop since January 2023.

"China's Lunar New Year, which occurs each year on the day of the full moon between Jan. 21 and Feb. 20, and is observed for up to 16 days, took place in February this year, and was the main reason vehicles sales in the country fell 21.2% from same-month 2023.

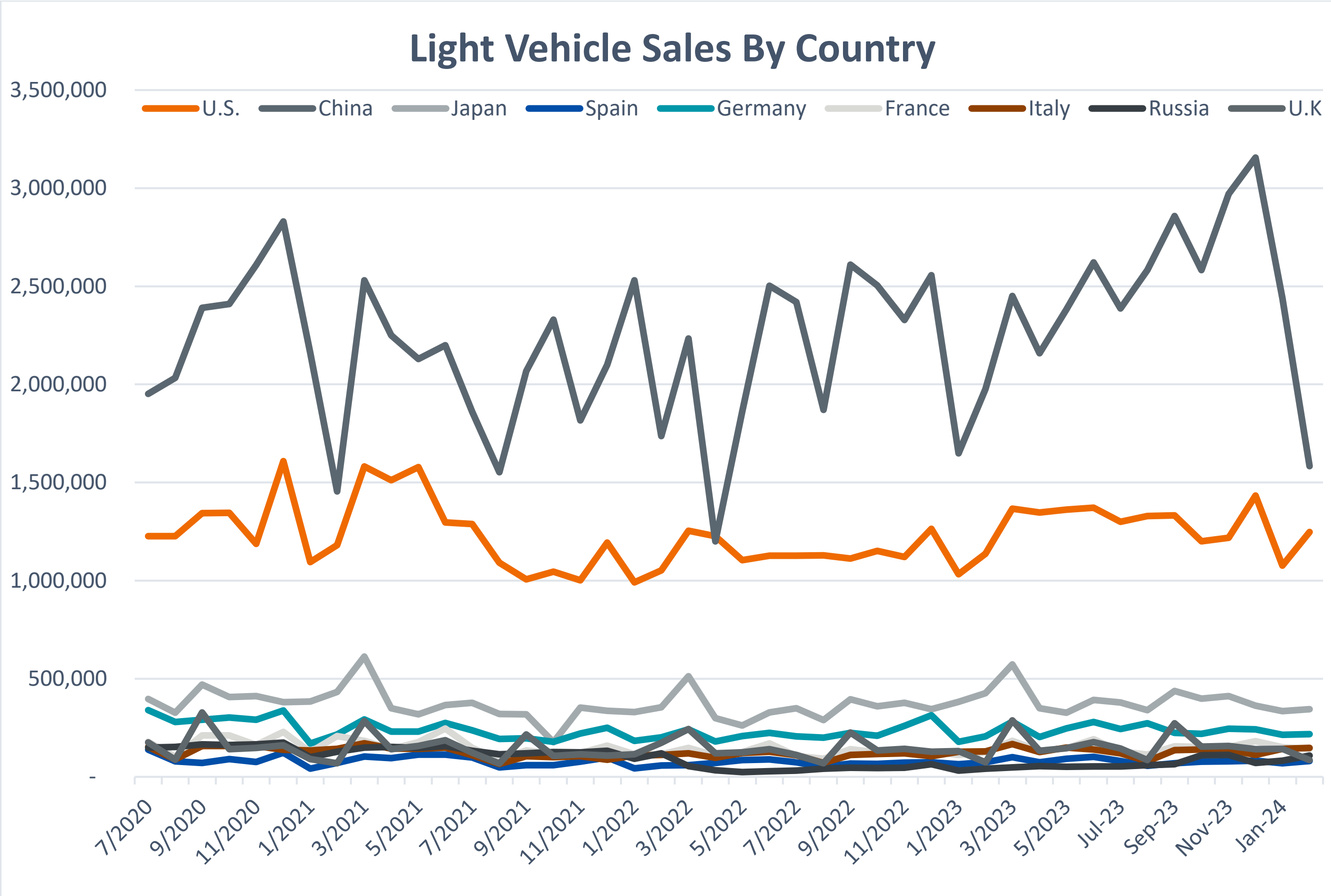
"The drop in China, which accounts for nearly one-third of global volume, caused global volume to fall 2.9% in February to 6.47 million units. Excluding China, demand in the rest of the world increased 2.8% year-over-year in February.

"Year-over-year gains were strong in Europe, North America and South America.

"Including China, February sales in the Asia-Pacific fell 15.4% year-over-year. Less China, sales in the region still fell, declining 7.1% from February 2023.

"Weakness in the AP's three top markets after China - India, Japan and South Korea – contributed to the region's downturn, the first since a 0.1% drop in July 2023.

February deliveries surged 16.4% year-over-year in Europe, closely followed by a 12.8% increase in South America, while volume in North America rose a strong 9.3%."



Global Light Vehicle Production (Updated 4/24)

S&P Global Mobility Forecast (4/24)[26]**:** "The global auto industry continues to exhibit relative strength with the overall outlook seeing a modest upgrade for the month. Vehicle production has shifted to a more traditional demand-driven model in the context of a still-elevated interest rate environment and vehicle affordability concerns, among other influences. The state of consumer demand remains a critical factor and is being monitored very closely. Beneath the topline performance, propulsion mix developments vary by region as certain markets face somewhat slower EV adoption growth rates while other areas continue to see rather encouraging results. The April 2024 forecast update reflects rather modest net upgrades through the near-term, with the primary focus on a generally improved outlook with volume increases primarily distributed among North America, Europe and Japan/South Korea, among other regions. In the intermediate-term, production in regions such as Greater China and North America has been boosted to support improved demand expectations and/or allow for further inventory alignment where needed. The more noteworthy regional adjustments with the latest forecast update are detailed below:

"**Europe:** The outlook for Europe light vehicle production was increased by 72,000 units and reduced by 2,000 units for 2024 and 2025, respectively (and increased by 88,000 units for 2026). The European production forecast has been boosted in the near-term primarily due to upgrades in West Europe, Central Europe & Turkey (+35,000 units) and in CIS countries (+37,000 units). This increase was most noticeable in Q1-2024, driven by stronger than expected actuals in February. Volkswagen's Martorell plant, which increased H1-2024 production, was also a noteworthy contributor to the upgrade. However, the Martorell plant has been downgraded for H2-2024 due to line modifications. In 2025, volume was largely unchanged, with upgrades in the outlook for CIS countries (+36,000 units) offset by downgrades in West Europe, Central Europe & Turkey (-37,000 units). While production in Russia is recovering, slow BEV demand is influencing automaker activities in West Europe and Central Europe. The halt of Fisker Ocean production and its removal from forecast was one of the major negative factors in 2025 (-23,000 in 2025 and -36,000 units per year on average after 2026). Long-term forecasts show a roughly +70,000 unit per year upgrade in Russia's production.

"**Greater China:** The outlook for Greater China light vehicle production was increased by 5,000 units and by 177,000 for 2024 and 2025, respectively (and increased by 28,000 units for 2026). After Lunar New Year weakness in January and February, mainland China passenger vehicle sales started to recover in March. According to the CPCA, 1.7 million passenger vehicles were registered through retail channels resulting in 6% year-on-year growth for the month. In addition to robust export activity supporting production, incentive programs such as subsidies for ICE vehicle replacement and vehicle financing programs look to support the domestic market. The outlook for 2025 has been upgraded to support an improved demand outlook and based on expected continued recovery in private consumption. Electrification in mainland China will continue to accelerate as many Chinese brands launch entry-level PHEVs to replace entry-level ICE cars, especially for price-sensitive consumers. In addition, Range-Extended Electric Vehicles (REEV) are expected to further penetrate the premium market by offering a compelling product and longer driving range. In the longer term, we upgraded the market by around 100,000 units annually, reflecting sustained domestic consumption resilience and strong export activity.

"**Japan/Korea:** Full-year 2024 and 2025 production in Japan was increased by 25,000 units and 15,000 units, respectively relative to last month's forecast. Forecast revisions were primarily related to an upgraded outlook for both the Toyota Land Cruiser Prado and the Toyota Prius. The full-year 2026 outlook was also upgraded due to advanced production timing for the Toyota bZ Compact SUV. The long-term production outlook for Japan was reduced by around 35,000 units per year. We continue to see risks to the BEV projects for Mazda and Subaru. Much is still not known about those programs as even the concept models have not yet been revealed. Full-year 2024 production in South Korea was increased by 28,000 units. As global demand continues to reckon with the aftermath of higher-for-longer interest rates and credit tightening, it is expected that there will be an inventory adjustment impacting South Korea's production. However, the production correction has been less than expected resulting in the upgraded outlook for the month. Additionally, the recent increase in global demand for hybrid vehicles is a positive signal for Korea's exports. Accordingly, production in 2025 and 2026 was re-balanced up by 48,000 units and 50,000 units, respectively. In the long term, there were fluctuations in annual production volume for South Korea primarily due to the delay in the Genesis BEV programs and the Kia EV8, but there were no significant changes overall. Meanwhile, in order to maintain the balance between production and demand, output was increased by approximately 100,000 units per year from 2034 to 2036.

"**North America:** The outlook for North America light vehicle production was increased by 231,000 units and by 323,000 units for 2024 and 2025, respectively (and increased by 382,000 units for 2026). The outlook for North American light vehicle production for 2024 was revised higher by 1.5% to total 16.0 million units on demand resilience and more importantly on stronger production results indicating minimized impact of supply chain issues. The greatest concern surrounds where inventory levels will stabilize with the forecast built around keeping the industry at around 2.5 million units. Production may still move higher resulting in inventory levels returning closer to pre-COVID levels where in a 16.0 million-unit US sales environment, inventories would be over 3.0 million units. A notable exception to the short-term growth revisions is focused on Tesla which was revised lower between 2024 and 2027. Most of the reductions surround Cybertruck as demand expectations remain a challenge with additional concerns surrounding the development status of the NV92 C-CUV EV or Project Redwood, the affordable entry-level Tesla program. Despite news to the contrary, development of the entry-level Tesla is still believed to be underway, though a rescope and delay remain a possibility. Tesla production in 2024 was revised down 0.5% with 2025, 2026 and 2027 revised down 9.9%, 9.6% and 10.2%, respectively.

"South America: The outlook for South America light vehicle production was increased by 5,000 units and reduced by 21,000 units for 2024 and 2025, respectively (and increased by 11,000 units for 2026). The outlook for 2024 was increased slightly due, in part, to modestly stronger actual production results posted for March for both Brazil and Argentina. Of note, demand for the region has been adjusted to better fit patterns that have been observed on the production side including a stronger mix of demand in favor of Argentina relative to Brazil. The overall production outlook for the remainder of the short-term horizon remains fairly stable. Production revisions are focused primarily launch dynamics and ramp-up effects of renewed/new models starting within the period.

South Asia: The outlook for South Asia light vehicle production was reduced by 40,000 units and increased by 36,000 units for 2024 and 2025, respectively (and increased by 11,000 units for 2026). In the extreme near-term, output for the region was downgraded for 2024 primarily on lower actualized production in select countries as well as weaker domestic demand for the ASEAN market, particularly Thailand, Vietnam and New Zealand. Looking to the intermediate-term, the broader region was upgraded with the focus primarily on India and Malaysia and only partially offset by lingering weakness in Thailand. Thailand continues to adjust to demand headwinds both domestically and for products such as mid-size pickups serving export markets. With regard to Malaysia, the production outlook particularly benefits from an upgraded demand outlook for the country through the intermediate to longer term, including continued strong performance for Perodua and Proton, among others.

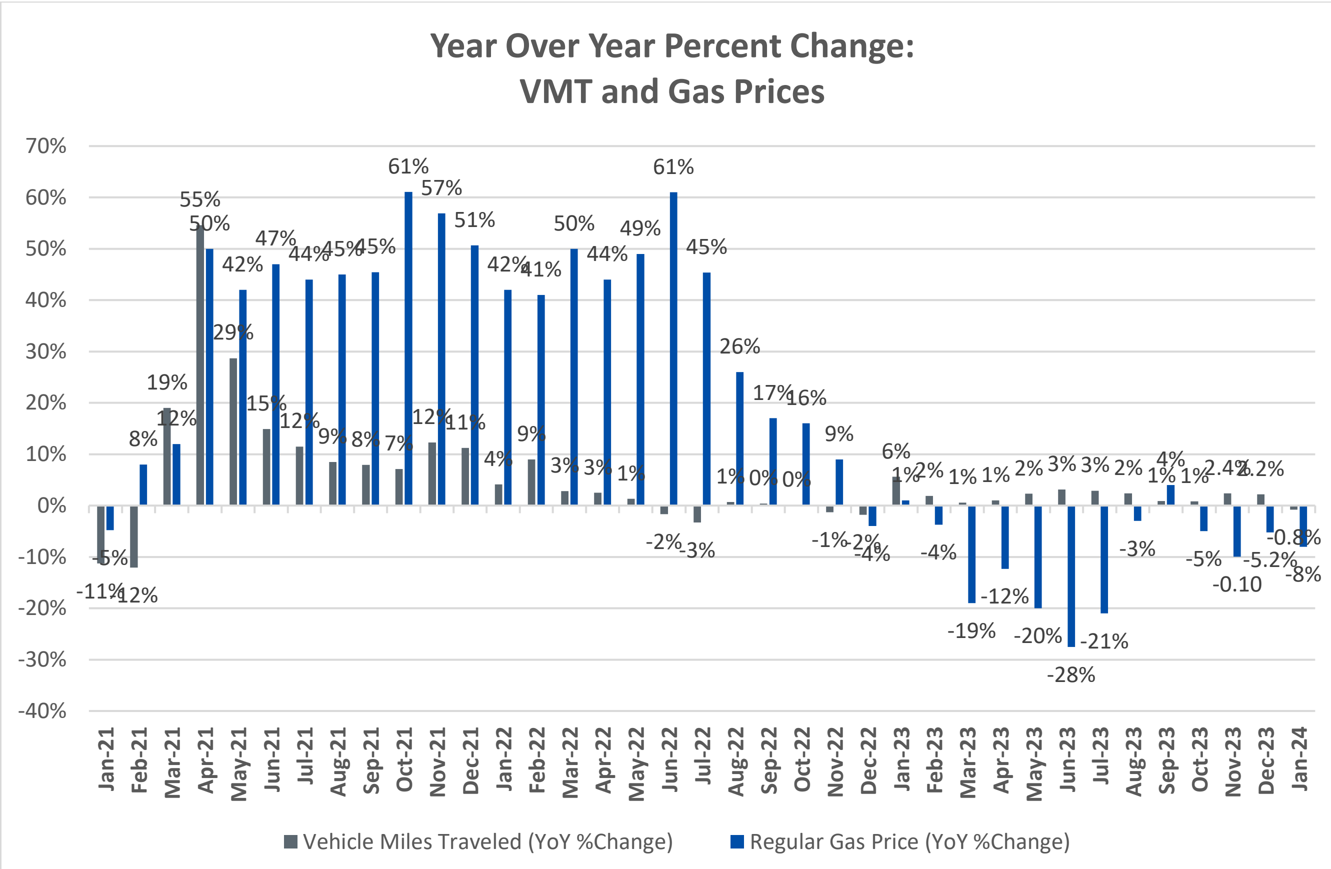
Recovery Meter

Roadway Travel (Updated 4/4)

According to the U.S. Department of Transportation, seasonally-adjusted vehicle miles traveled in January decreased 0.8% percent from the same time a year ago. The cumulative travel estimate for 2024 is 247.1 billion vehicle miles.[27]

- Travel on all roads and streets changed by -0.8% (-2.1 billion vehicle miles) for January 2024 as compared with January 2023. Travel for the month is estimated to be 247.1 billion vehicle miles.
- The seasonally adjusted vehicle miles traveled for January 2024 is 272.4 billion miles, a -1.2% (-3.3 billion vehicle miles) change over January 2023. It also represents a 0.01% change (0.03 billion vehicle miles) compared with December 2023.

- Cumulative Travel for 2024 changed by -0.8% (-2.1 billion vehicle miles). The cumulative estimate for the year is 247.1 billion vehicle miles of travel.



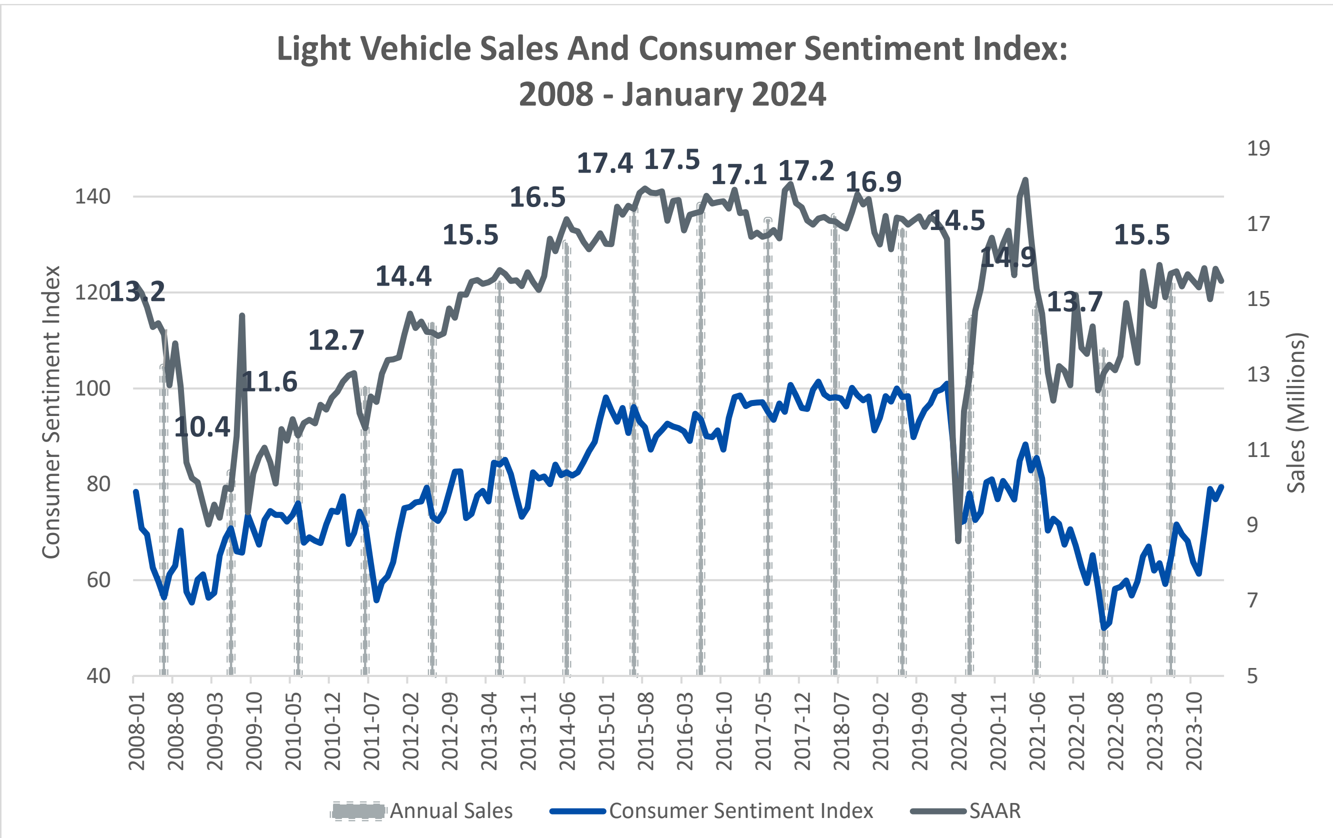
Economic News (Updated 4/24)

ISM Index Moves Into Expansion Territory For the First Time Since September 2022.[28] "Economic activity in the manufacturing sector expanded in March after 16 months of contraction, with demand improving and output surging, the Manufacturing Institute for Supply Management (ISM) reported Monday. ISM recorded a manufacturing PMI of 50.3% in March, crossing the 50% threshold into growth territory for the first time since September 2022. "We are highly likely in our next growth cycle," Timothy Fiore, chair of the ISM Manufacturing Business Survey Committee, said in a teleconference."

Consumer Confidence and Sales (Updated 4/24)

Surveys of Consumers Director Joanne Hsu[29]: "Sentiment moved sideways for the fourth straight month, as consumers perceived few meaningful developments in the economy. Since January, sentiment has remained remarkably steady within a very narrow 2.5 index point range, well under the 5 points necessary for a statistically significant difference in readings. Consumers perceived little change in the state of the economy since the start of the new year. Expectations over personal finances, business conditions, and labor markets have all been stable over the last four months. However, a slight uptick in inflation expectations in April reflects some frustration that the inflation slowdown may have stalled. Overall, consumers are reserving judgment about the economy in light of the upcoming election, which, in the view of many consumers, could have a substantial impact on the trajectory of the economy.

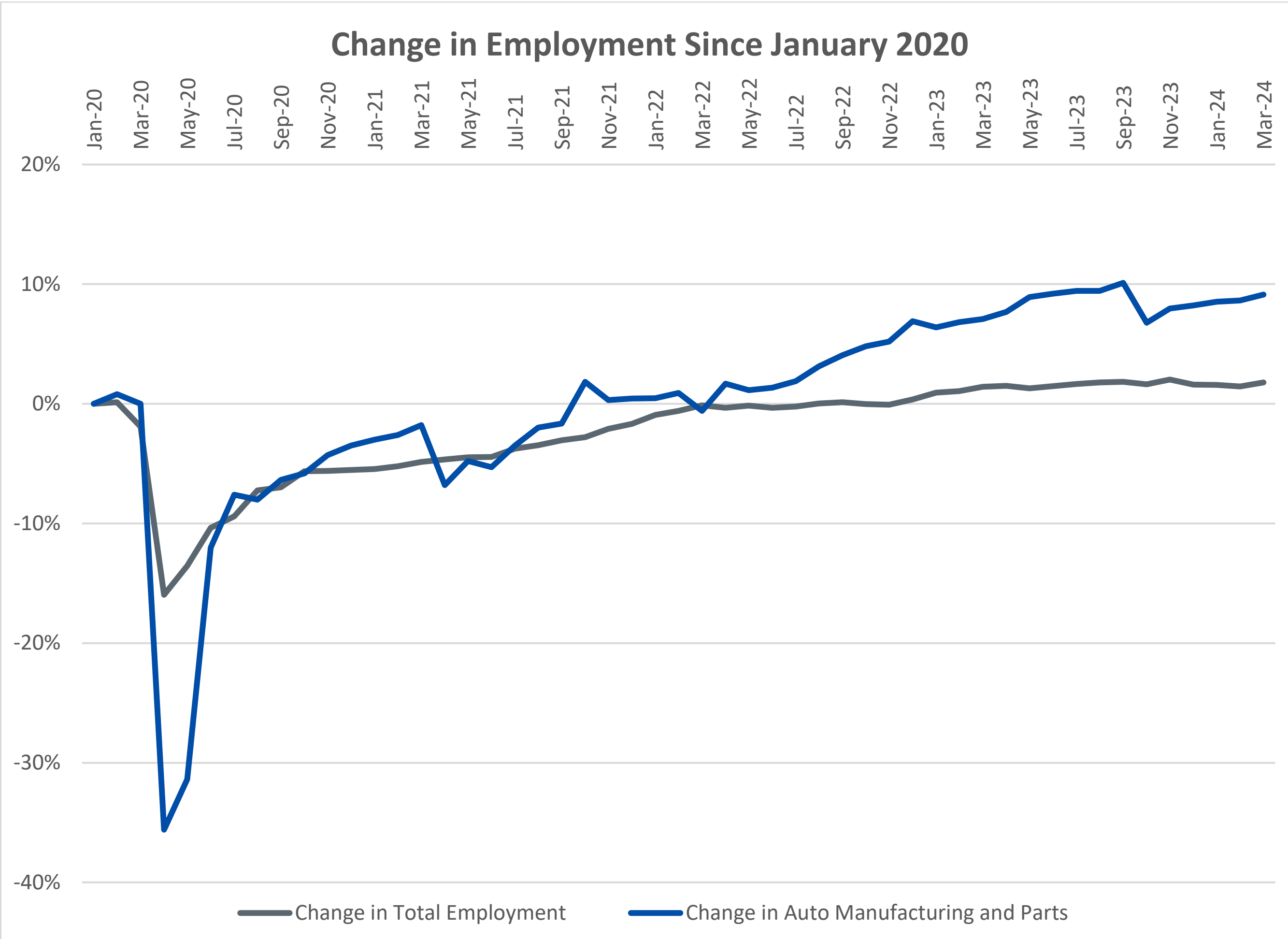
"Year-ahead inflation expectations ticked up from 2.9% last month to 3.1% this month, lifting just above the 2.3-3.0% range seen in the two years prior to the pandemic. Long-run inflation expectations also edged up, from 2.8% last month to 3.0% this month."



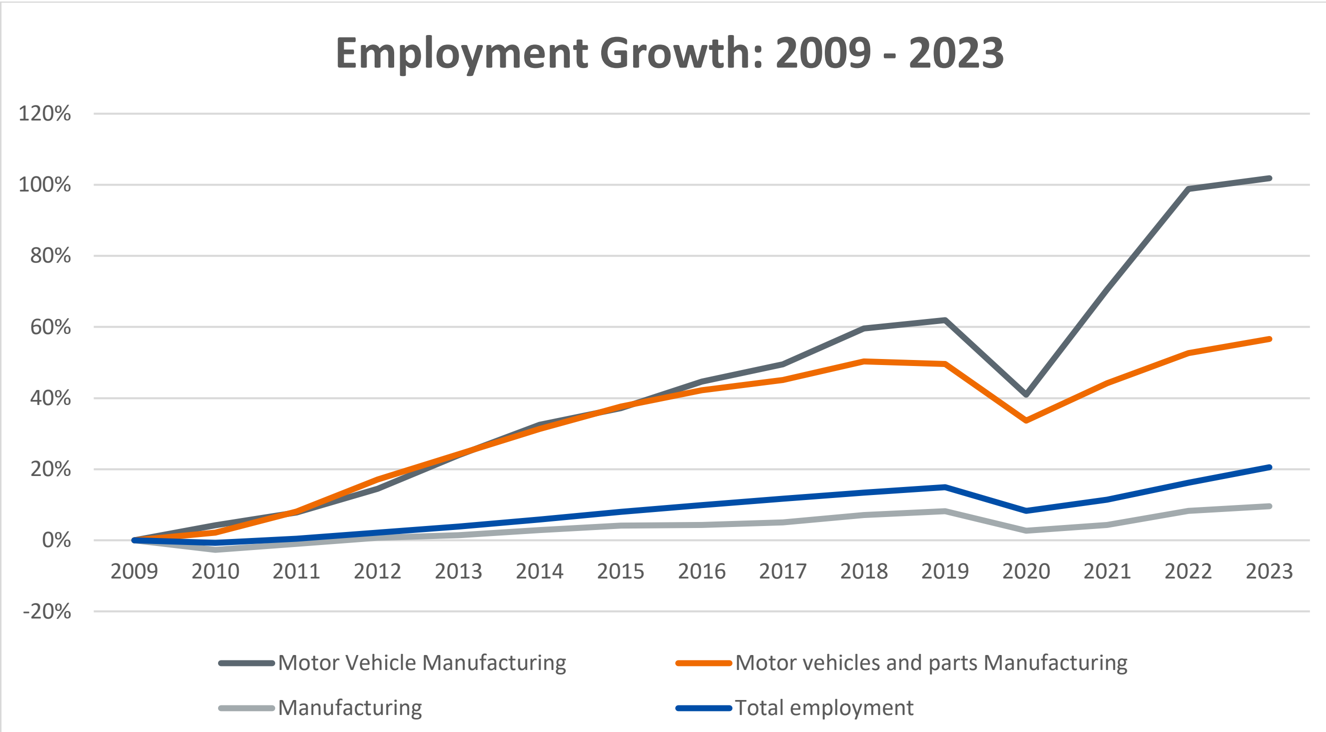
Employment (Updated 4/24)

Motor Vehicle And Parts Manufacturing added 6,500 Jobs in March.

After a loss of nearly 350,000 employees (about 35% of the workforce) in the height of the pandemic, employment in the Automobile Manufacturing and Parts sectors raced back but is now fighting losses due to supply chain disruptions with semiconductors.[30]



After the recession in 2009, the auto industry was credited with being on the leading edge of the recovery, which began a ripple effect through other parts of the country.[31] Additionally, the chart below shows how the recovery of jobs in motor vehicle manufacturing alone and motor vehicle and parts manufacturing far outpaced the recovery of manufacturing and total jobs.



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